

Date ?

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William Carey Jones, who had come to the West Coast in 1849 as a special government agent to investigate the condition of land titles in California, acquired over 2,000 acres near Redwood City from the Pulgas Ranch. It extended from Five Points to Whipple Avenue and from El Camino Real to the brow of the hill. This property was put up for sheriff's sale on January 2, 1858, when it was purchased by Horace Hawes, a native of New York who had been appointed consul for the Society and other South Sea islands by President Polk in 1847. By an unanticipated routing of the vessel on which he took passage, he arrived in San Francisco, where a few years later he became prefect. He resided in San Francisco and at Redwood Farm, his country home in the foothills near Redwood City, until his death in 1870. He was a staunch supporter of the Union side during the Civil War. Western Redwood City is now on this land. If the original plans of the owner had been carried through, a seat of learning called "Mount Eagle University" would have been located in this area.

The first Protestant church in the county was organized in Redwood City in 1862. Land was purchased at the present corner of Middlefield Road and Jefferson Avenue for a building for the First Congregational Church, which had been meeting in the courthouse for some months. The second Protestant church was the St. Peter's Episcopal. Its members held their first meetings in the schoolhouse, then in the courthouse, and afterward in a small building of their own.

Nothing remains of the earliest period of Redwood City's existence, unless it is an interesting little house with a high porch, at 1018 Main Street, just south of Middlefield Road, which may have been built by George Heller in 1857.

Captain Morgan and the Oyster Industry

On the tidelands of the bay from San Bruno Point southward as far as San Francisquito Creek, native oysters had flourished for centuries. After the building of the transcontinental railroad in 1869, Eastern oysters were imported and planted along the bayshore off San Mateo County. Several companies engaged in this pursuit, most of them being finally consolidated into the Morgan Oyster Company. This company owned several houses built by ship joiners on piles above the water.

area surrounded by partially submerged wickets that ensured the safety of the bivalves growing in their salty beds.

John Stillwell Morgan, a frugal, industrious man and a native of New York, was made captain of the schooner *Telegraph* then (1846) plying the sea in the oyster business. Sailing in 1849 for California in the bark *Magdella*, he arrived in San Francisco and thoroughly prospected the bay for oysters without success. He then went to the mines and afterward to Oregon, where he again engaged in the oyster business.

The Morgan Oyster Company was formed in 1887 when Morgan took in four partners. The new company began by transplanting the bivalves from Shoalwaters Bay, Washington Territory, to the vicinity of Mission Creek, south of San Francisco.

The business did not come up to expectations. In the course of time, the oyster industry ceased, and the Morgan holdings were purchased by the Pacific Portland Cement Company, which now dredges the bay for shells which it uses in making cement. The first office building of this company on the wharf at Redwood City was one of the old oyster houses that was moved from the piles on which it was originally built south of Dumbarton Bridge. The last of the Morgan oyster houses in use for its original purpose stood two miles out in the tidewater opposite Millbrae and Burlingame. This station was established in 1874, and its location was one of the most valuable. Until 1940 it remained a landmark visible from the Bayshore Highway just south of the airport.

The house in which the Captain lived while directing his company was located at the junction of Steinberger and Corkscrew creeks. Legislators, met by the Captain in his launch at San Francisco or Oakland, were once taken for a tour of the bay and afterward entertained by him in the spacious dining room of his house before being returned to their respective duties, which included the making of suitable laws to cover industrial ownership of tidewaters. His house is said to have been moved from its piles in the water and relocated at the corner of Chestnut and Spring streets in Redwood City.

The San Mateo Bridge, now being reconstructed, was built entirely from shell material dredged from the spot. It was the longest highway bridge in the world (12 miles, seven over water) at the time of its opening in 1929.

Menlo Park and Atherton

The adjoining areas of Menlo Park and Atherton lie near the southern part of the county along El Camino Real. Their common boundaries are so irregular that it is difficult to distinguish the territory of the earlier-named Menlo Park from its newer neighbor.

Dennis J. Oliver and his brother-in-law, D. C. McGlynn, became owners of a 1,700-acre tract on the Pulgas rancho and erected in the 1850's, at present Middle Avenue and El Camino Real, a

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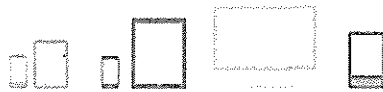


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